

# DCS

DE LOREAN CAR SHOW  
MAGAZINE

# DCS

WINTER 2003 | VOLUME ONE | NUMBER ONE



**Memphis**

Excerpt from:  
**A DeLorean Odyssey**  
by John Z. DeLorean

**DeLorasaurus Rex!**



# Welcome to DeLorean Car Show Magazine!

By: Ken Koncelik, Editor in Chief



Welcome to DeLorean Car Show Magazine. This first issue was a real challenge in more than one way. We first had to choose the type of magazine we wanted to do and then had to find the articles to fill the spaces. While there are a lot of technical questions still out there, we will focus mainly on owners and the cars they bring to the shows. In addition we will cover other clubs' activities, where appropriate, and highlight you, the owner, in your own section. Vendors are important to all of us and while we will run the ads to help them in their businesses we will also be writing articles on each of the vendors that were at the show.

This first issue will highlight the recent Memphis show, while the next issue will focus more on the "Pigeon Forge" show and everything that is involved in preparing for it.

This magazine is open to any DeLorean Owner, Vendor or Enthusiast that wishes to publish an article. We ask that you do your best to send us edited articles and

please enclose or send photos with descriptions along with them. We had anticipated doing just one magazine a year, but the response has been phenomenal. As a result, we are now publishing two issues a year!

Each section of this issue will give you an idea of what we need to publish your article.

Articles are to be sent to:

DeLorean Car Show Magazine  
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or e-mailed to [kkoncelik@aol.com](mailto:kkoncelik@aol.com)

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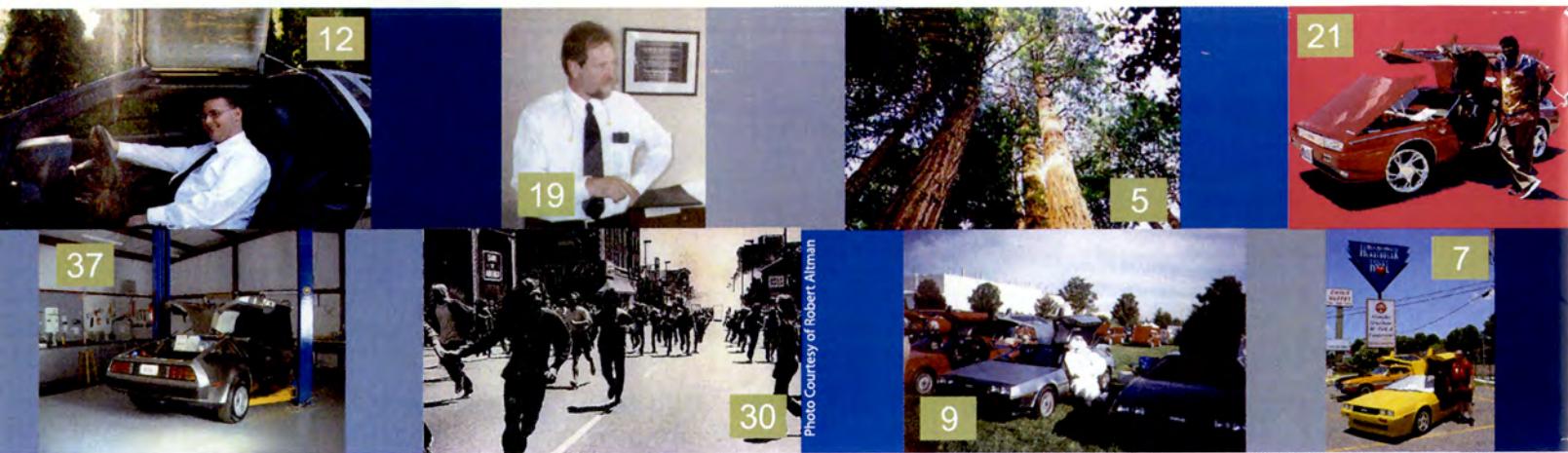
Thank you for your support,

*Kenneth J. Koncelik*

Kenneth J. Koncelik



## features



### 5 "A DE LOREAN ODYSSEY" EXCERPT

BY JOHN Z. DE LOREAN

THE MAN HIMSELF TAKES TIME OUT FROM BUILDING HIS NEW CAR TO REGALE US WITH TALES OF HIS ADVENTURES.

### 7 GULLWING MAGAZINE

BY RON WESTER

WE WISH RON ALL OF THE LUCK IN THE WORLD UPON THIS LAUNCHING OF HIS OWN NEW DE LOREAN MAGAZINE. CHECK OUT THIS ARTICLE TO LEARN MORE!

### 9 EURO AUTO FESTIVAL 2002

BY BRIAN HENSON

A FUN FILLED WEEKEND THAT ANY CAR LOVER WOULD ENJOY; THE ANNUAL EUROFEST HELD AT THE BMW PLANT IN GREER, SOUTH CAROLINA.

### 12 FALL FOLIAGE TOUR

BY AARON CROCCO

EXPERIENCE THIS ANNUAL FALL TRADITION THROUGH THE EYES OF A YOUNG ENTHUSIAST AND FUTURE OWNER.

### 19 HELLO FROM BELFAST!

BY GEORGE CRANE

FORMER DMC EMPLOYEE, GEORGE CRANE, TALKS ABOUT HIS YEARS WITH THE COMPANY.

### 21 MY DELOREAN

BY CURTIS BRYANT

EVER SINCE CURTIS DROVE IT TO OUR FIRST SHOW IN 1998, THERE HAS BEEN A LOT OF INTEREST IN HIS CREATION, AND THE STORY THAT GOES WITH IT. NOW CURTIS GIVES US A HISTORY LESSON.

### 30 THE BIRTH OF DELORASAURAS REX!

BY RICH WEISSENSEL

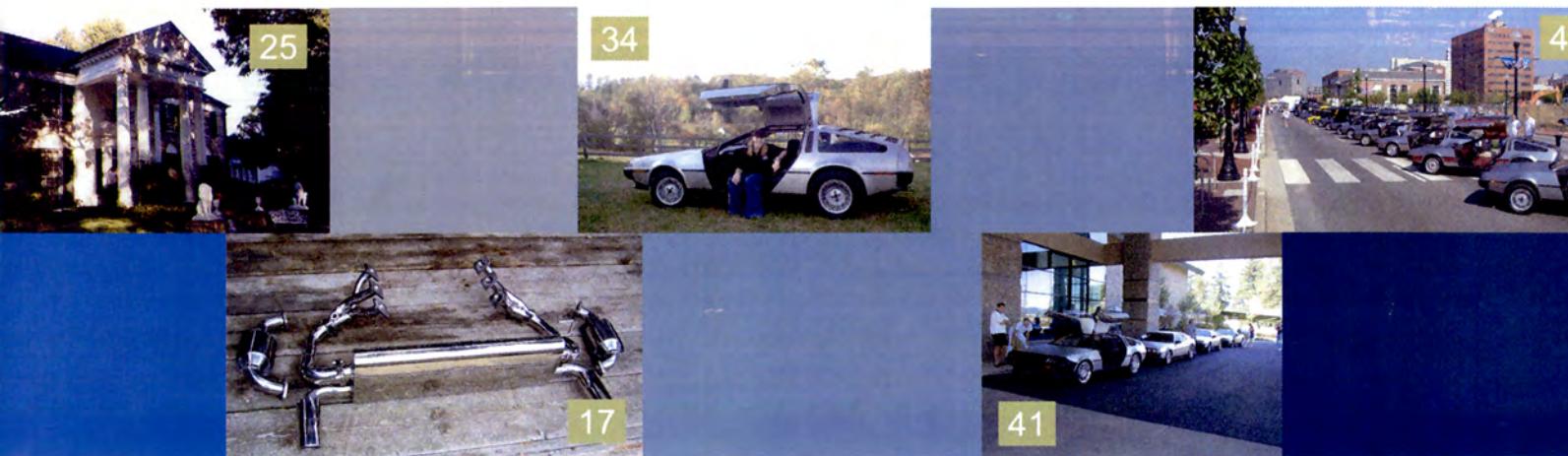
RICH GETS A FEW MORE DOUBLE TAKES THAN THE REST OF US WHEN DRIVING HIS DELOREAN AROUND TOWN. ONE LOOK AT THIS ARTICLE...YOU WON'T WONDER WHY.

### 37 TEV TO THE FUTURE

BY DOUG LITTLEFIELD

GAS PRICES GETTING A LITTLE TOO HIGH FOR YOUR LIKING? IF CARL TILLEY GETS HIS WAY, THAT MAY NEVER BE A CONCERN OF YOURS AGAIN!

# departments



## 17 FREE FLOWIN'

BY MARK BOURNE  
FREE FLOWING EXHAUST SYSTEM.

## 25 MEMPHIS REPORT

BY GARY GORE AND SCOTT TICE  
RECAP OF THE 2002 DE LOREAN EVENT.

## 34 GIRLWING

BY TIFFANY OLEJNIK  
FALL FOLIAGE TOUR COVERAGE

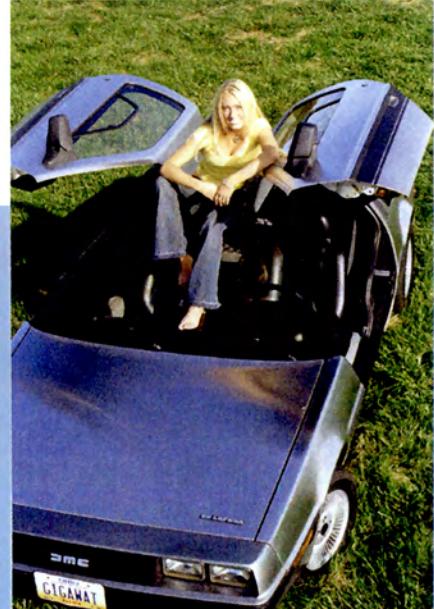
## 41 PNDC CLUB REPORT

BY GREG LINSTAD  
BLARNEY BALL RALLY 2001.

## 43 RIVER CITY AUTOFEST

BY TODD MASSINELLI  
RIVER CITY AUTOFEST. EVANSVILLE, INDIANA.

## On Our Cover:



Angela Koncelik, Daughter of Editor-In-Chief Ken Koncelik, poses for the camera on her father's car. In addition to modeling, Angela is also a Freshman in college, studying graphic design and illustration.



Photo courtesy of the NPS

## Muir Woods...

My wife Kelly and I drove across the Golden Gate Bridge to Muir Woods, just outside of San Francisco. An incredibly beautiful place with magnificent trees and transcendent natural beauty. I had finished my luncheon dealer meeting in town and we drove out to see Muir Woods in the afternoon before my dinner meeting that evening.

We sat in reverence on a flat rock over a small stream, reading poetry (Kahlil Gibran) and languishing in the natural magnificence.

As five o'clock approached, the park's closing time, we walked back to the parking lot to leave. When we got there only one car remained. A several year old Ford station wagon with a flat rear tire surrounded by four nuns looking in some anguish.

Excerpt from:

# "A De Lorean Odyssey"

**By: John Z. DeLorean**, Creator of the Greatest Car on Earth

Kelly and I walked over to them and I asked if I could be of assistance. They said that they had called a garage in Sausalito some two hours earlier but the repairman had not arrived yet. It was obvious the repairman was never coming; A tow truck all the way to Mt Tamalpais for a flat tire? No way.

I said I'd change the tire for them. I took the spare tire and their jack; It didn't fit. At that time Ford wagons has slits in the bumper into which

John asked me to include this in our magazine as this is a project he is currently working on. These are typical of the stories he told when we got together in October and gives us all a brief glimpse into his life.

-Ken

a blade from the jack was to be inserted to hold it in place. Their jack was for a different model car. I walked the half-mile or so to the forest ranger's cabin and after a long persuasive discussion and a \$20 deposit he let me use his jack, which, believe it or not, had the proper blade to fit the nun's bumper. I walked back to the nun's station wagon, jacked up the rear wheel, installed the

spare tire, stowed the flat tire in the back of the wagon and took the jack back to the forest ranger. When I returned to the parking lot it had been obvious the nuns had been conferring. They thanked me profusely and offered me a \$5.00 bill. I said no thanks. They asked me my name and what I did. I said I worked for General Motors and that I was in San Francisco on company business. They drove off and Kelly and I went back to the Fairmont.



**Stinson Beach on a surreal foggy day in 2001.**



**John at the 2000 DeLorean Car Show in Cleveland, Ohio. Mr. DeLorean is planning to see us again at the Pigeon Forge show in 2004. Check out his video at [www.deloreancarshow.com](http://www.deloreancarshow.com)**

As General manager of Pontiac I was on an annual swing of zone dealer meetings. My new boss, Tom Murphy, had been a financial officer and his recent group vice presidency was his first experience in actual operations. Murphy was a wonderful man, extremely intelligent, warm, conscientious, courageous, and unusual for GM brass, he listened to you.

About a month after the Muir Woods nun incident I was in Tom Murphy's office on another matter when he said, "I must tell you, people said I'd have a lot of trouble with you and your rebellious ways; On the contrary you are my best manager in every respect."

"Oh, by the way, thank you for changing my Aunt's flat tire in San Francisco"!!

# Living the dream leads us to memphis



Well... it all started in the fall of 1999 with the purchase of our first Delorean. Actually, it started in the mid 80's when Cheryl decided after seeing BTTF that the Delorean was her dream car. The problem was, I was into four wheelers and muscle cars and had no interest in Deloreans at all. By the fall of 1999 I had decided to try and get one for Cheryl for her birthday or our anniversary. I was in luck. I found a local car for sale at a museum and set an appointment for the following day to take a look at it. It's funny how women can sense when you're trying to surprise them... Cheryl got the secret out of me, so we decided to go see this car together. When we called the museum first, to make sure we could get in, we heard the bad news... it had been sold the night before over the phone by credit card, sight unseen, to a buyer in New York. Argh! We were so upset that we missed out so we called the museum back and they turned us on to another Delorean in the area at a classic car dealership. We immediately went to see it.

Wow... a 2,600 mile beauty! A bit of dickering and we were the proud owners of the first Delorean that we'd ever seen up close and personal! For me, this car is much more impressive in person than in photos.

Fast forward to August 2001, Houston, and the Concours competition. We had been to the Delorean Owners Association event in St. Louis, Ken's show in Cleveland, and now we would give Concours competition a try. We went to Houston early one week and worked 24/7 to get prepared for the show. Our intention was to see how we placed, learn from the experience, and go for first place the next time if we didn't do well. But, thank goodness, we won! We don't think we would have wanted to try it again... it is a ton of work to prepare for Concours competition.

During the summer of 2001, I had decided that I wanted to do a project Delorean. It was to be an "anything goes" kind of deal and would be painted Corvette Millennium Yellow. We found the perfect painted project Delorean for our customizing ideas and set a goal of having it ready for the Delorean Car Show in Memphis 2002. I worked all through the fall, winter, and spring to get my dream Delorean presentable. Some customizing ideas were accomplished right off-the-bat but others are yet to come. The finishing touches were going on the night before we left for Memphis... we literally installed the seats and headliners at midnight that evening.

The Memphis show was great. We enjoyed seeing old friends, making new friends, exchanging ideas and stories, and visiting Graceland. Our custom Delorean was well received and the level of custom cars stepped up several notches. This show also sparked an idea for us to start on a new magazine that would cover the Delorean from Concours to Custom, and the daily driver too. We have since worked on the magazine and look forward to getting the premier issue out in 2003. The Delorean community is diversified in its owners and their cars and we feel that Gullwing Magazine will provide an enjoyable media to owners and enthusiasts with the coverage and stories they want.

Sincerely,  
Ron and Cheryl Wester

# GULLWING

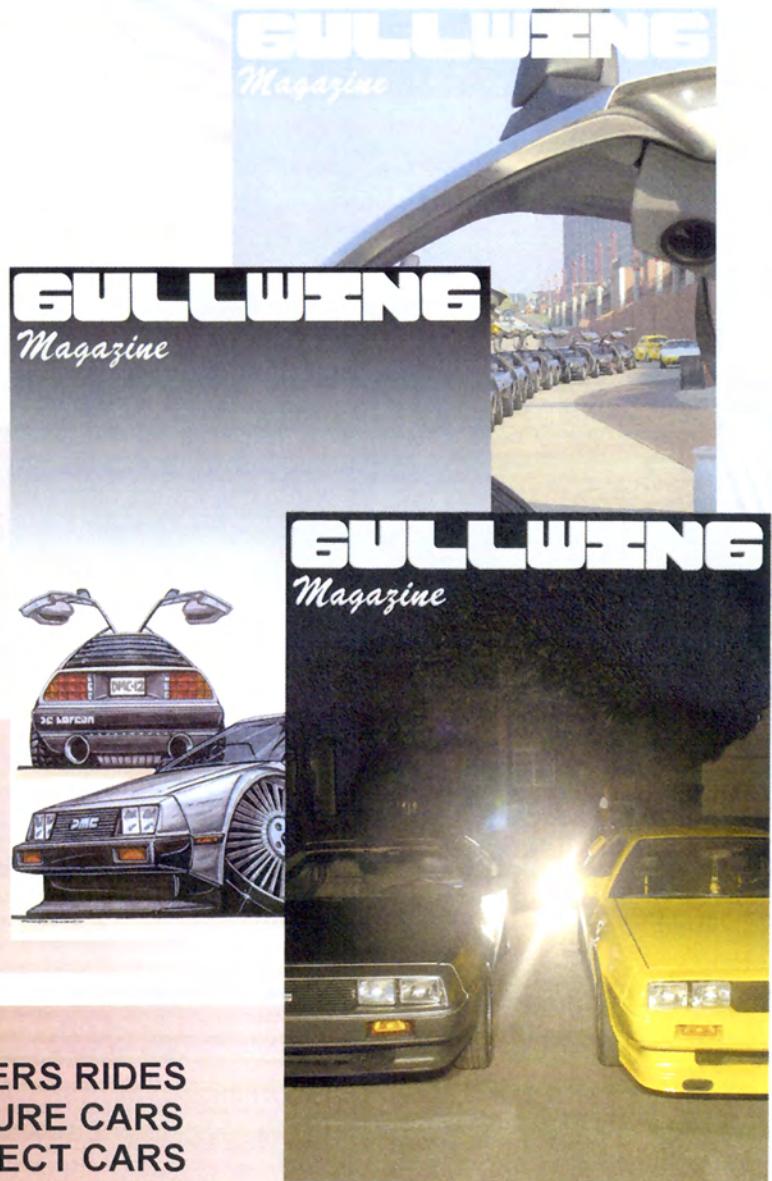
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# Euro Auto Festival 2002

By Brian Henson

The weekend of October 18-22 was a busy one at the BMW Zentrum and Visitor's Center in Greer, South Carolina. This was the weekend of the annual Euro Auto Festival. It is a great opportunity to watch BMW employees in action guiding us on assembly plant tours on Friday, seeing an awesome car show on Saturday, and participating in the rally or autocross on Sunday. As you can tell, it is a fun filled weekend that any car lover would enjoy.

While I did not participate in the plant tours, I understand from others who have in the past that

it is a fascinating experience. The assembly plant in Greer is home of the BMW X5 and the New Z4. According to the information at the Visitor's Center, all cars built in Greer are hand assembled.

The main attraction of the weekend occurs on Saturday when cars from all across the southeast assemble in front of the Zentrum for one incredible display of some of the finest steel ever made in Europe. There were tons of Jaguars, BMW's, Mercedes, and Citroën. Among all of these great makes and models sat six DeLoreans from three states.



From Georgia we had Trevor Summers. Tennessee was represented by Sean Howley, Aaron Posey, and John Weaver. The home state of South Carolina had Travis Goodwin and myself in attendance. Also in attendance with the DeLorean crowd were Travis's girlfriend, Melissa and John's fiancée, Emily. Several of us had been to the show before, but it was the first time attending for a few owners, but everyone seemed to have a good time.

How could a car lover not? There were lots of beautiful cars, a BMW museum, and German food and beer! Judging is by participant choice for the People's Choice Awards. Placement awards are based on the number of pre-registered cars in each class. Judging is done by the owners in that class. Three registrations gets you first place, five gets you a first and a second, and seven or more gets a first, second and third place. We had five pre-registered cars, so there were two places in our class.

The judging isn't that easy as there are so many beautiful cars, and the DeLoreans were no exception. Sean and I had the two oldest cars and both looked pretty good. Trevor had a nice looking late 1981 model that he has owned for nine years. John's car has an awesome red paint job and got a lot of good comments from the crowd. Aaron brought his latest acquisition, a black DeLorean with some really cool rims. Travis's car got the most attention as he converted it to

look like a time machine similar to the one in Back to the Future ® complete with Mr Fusion ®, a flux capacitor, and party fogger that made the car look like it was smoking out of those enormous vents in the back. (Don't worry. All of the stuff was removable.) It was amazing how many comments we heard from people who liked painted DeLoreans better than the original stainless steel! I have to admit, they both had incredible paint jobs.

When the awards were announced only Travis and I were left, as the others had made tracks for home. Travis won the People's choice award. Sean Howley won second place, and I won first place. It was an honor for each of us who won since all six cars deserved a trophy because they all looked great. The Marquee was well represented by these six cars.

I hope that we will have more of you joining us at next year's Euro Auto Festival. You can get more information on the show by visiting our web site at:

[www.euroautofestival.com](http://www.euroautofestival.com)

I am looking forward to seeing you next year. Remember to show your DeLoreans as often as you can.

See you in Pigeon Forge in 2004, too!



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# "You mean to tell me you put an OUTATYM license plate... on a Plymouth?"

(Fall Foliage Tour)

By Aaron Crocco

Pulling up to the small house on Blueberry Lane on Long Island, you would never suspect the anticipation one was feeling for the upcoming day. I ring the doorbell and say hello Lori. She invites me in and a few minutes later Mike appears and invites me into his garage. The door, opening slowly, reveals the source of my excitement. Hovering in the air on a lift is a Delorean.

Mike DeLuca and I chit chat for a few minutes about how he has a lift in his garage and then he proceeds to drive his Bricklin out so he can lower the car and drive it out. As this is happening a new Volvo pulls up. Out steps Rob Grady, the Delorean 'main man' of the area, and his wife Debby. Now from the view of any onlookers, though there were



none due to us being up early on a Saturday morning, this would look like a few people meeting up, but it was much more than that. In this one driveway stood a Delorean owner who has such a passion for the car that he put together an annual tour, a man who has made the Delorean his business and is a genuine friend, and then me, the poster-boy enthusiast. What a combination! Intimidating, at times, to say the least.

This, my friends, was the beginning of the third annual Delorean Fall Foliage Tour. The five of us





Aaron posing along side his dream car

pile into our respective cars and head out to New Jersey to have a great weekend of Delorean fun. The tour began at John Delorean's old estate at Lamington Farms around Noon. Being recently sold to Donald Trump, it was interesting to know this was most likely the last time a group of Deloreans would be on the property. Once everyone arrived, we took group pictures of the cars and then of the attendees. This mingling time was amazing because you always meet someone new. Me not owning a Delorean makes mingling extra special to gain more insight on the car and ownership.

Let me pause for a second to bring you up to speed on my Delorean history. Like many people my age, my interest began because of "Back to the Future", but it did not stop there. I began to research the car and discovered such resources as the DML and the Delorean Owners Association. I began reading the history of the car: the mystique, the dream, the mismanagement of the British government, and ultimately the scandal. All of these elements, combined with the obvious beautiful styling of the car, brought me to a decision: I would own a Delorean.

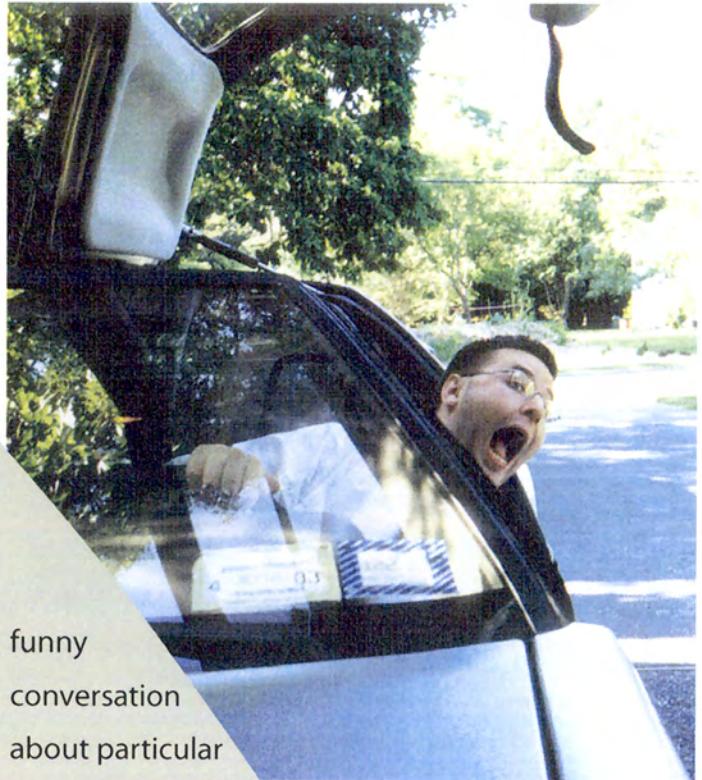
I began to immerse myself in the world of the car. I read John Delorean's autobiography, watched the specials on the History channel, and began posting to the DML and reading it every day. I quickly became an enthusiast. I purchased the New York license plate OUTATYM so I would have it to transfer to my future purchase. This deep love for the car continued to grow until 2001 when I decided I wanted to learn more. That was when I began work at PJ Grady for the summer. I was instantly thrown right into the middle of the trials and financial needs of the car. Quickly learning the common problems and then what to look for when buying a car, I came away after three months knowing more than I ever could by reading a book.

Now back in New Jersey, we decided to head to

Princeton where the hotel was. The caravan of Delorean's proceeded out, with the regular cars trailing behind, but not left out. My red Plymouth, Rob & Debby Grady's Volvo and plenty of others trailed behind while heading south for the one-hour drive. The chit-chat on our 2-way FM radio's became the 'Delorean Bus' so to speak. Everyone was in communication and the caravan was never broken up.

Upon reaching the hotel, we broke for lunch and then all re-grouped in the parking lot for tech inspections with Rob Grady, and detailing help from David Tietelbaum. This was more of a social event than anything and sure enough I met plenty of people who I only knew from online and even people I never had heard of before. After two hours, we all made our way to the restaurant for dinner. Once again, I was extremely lucky because I was able to sit at the 'Delorean Royalty' table, as Mike DeLuca put it. At the table was Rob and Debby Grady, Mike and his wife, Ken Koncelik and his wife, and then some other new owners: Tiffany and Susan Olejinik, and Louie who talked about an amazing restoration he did on his car. Once again, overwhelming for someone who doesn't own a Delorean, and is only 22!

Some great food was served along with plenty of



funny  
conversation  
about particular  
cars people owned.

We also had the ragging of me since I don't own the car and how my Plymouth stood out on the caravan. Ken talked all about the car show he put on in Memphis and the upcoming show in 2004, in Pigeon Forge. We also had plenty of laughs as we all introduced ourselves to Mike's video camera while Kevin Abato, Matt Olans, and Jim Reeve acted extremely funny in the background, making everything just great.

"Can you believe  
where I'm sitting,  
Ma?"

Once dinner ended, we went back to the hotel and by midnight, most people had wandered to the bar and we were all having great conversation, not just





Ran into this beauty while on vacation in Georgia.

about DeLoreans. The moment for me was when I was sitting next to Rob Grady and we were chatting about things going on and just really having a good time. It was interesting because at all of these owner gatherings people always ask him questions and such, and here I am talking to him about his fish tank!

Day two consisted of everyone eating breakfast in their little groups and then we all checked out and got ready to head down to New Hope for more scenery. Unfortunately the directions we had were horrid, and it ended up we all followed a

Bricklin to the town!

17 DeLorean's following one white Bricklin was a funny sight and we had our fair share of jokes on the radio. Once we arrived, we spent a few hours walking the town and then the group broke off and people left at various times with the long drives ahead of them. Once again myself, the Gradys and the DeLucas got into our cars, the 'cool caravan' as Mike dubbed it, and proceeded north towards Long Island.

From an enthusiast's view, you can probably imagine this event was more exciting than for an owner who sees their stainless dream all the time. The nicest thing about DeLorean owners is their acceptance of people who are interested in the car, regardless of age or whether they own one. I also think there is some relief that a person such as myself doesn't ask "where is the flux capacitor" and that I try and be as educated about the car as I possibly can be, without owning one. This great community only drives me harder to get one as soon as I can, while making an educated purchase where I will buy the right car for the right price. My goal is to own one within six months, after I am out of school and I have a job where I can borrow the money. I fully intend on attending the next Fall Foliage tour, and Ken's show in Pigeon Forge. I know I will live the dream just like everyone I met that weekend in New Jersey. It's not a matter of "if"; It's a matter of "when".



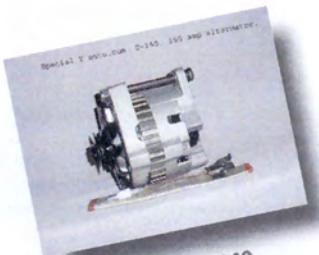
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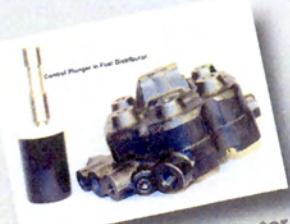
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# Free Flowin'

By: Mark Bourne, Tech Adviser (DOC)

**M**any weeks ago our Club Secretary asked me if I could fit a new type of exhaust system to one of his cars as a test for noise and performance. Since I already had his left-hander in my garage, which is now to be the time machine, we agreed that this would be the test car.

I took the car to a local friend of mine on the first of October with the standard system and ran it up several times on the rolling road. The best I could do was only 88bhp at the wheels, which calculates 120 bhp at the flywheel, peaking at 5230 rpm. A bit disappointing but considering the car has only done just a little over 100 miles, it was to be expected.

On the 8th of October and after fitting the modified exhaust system including the catalytic converters with assistance from Chris Spratt, I strapped it down again to give it another big "thrashing of its life". With the aid of earplugs this time, I was just able to peak 99bhp at the wheels which calculates to just a little under 135 bhp at the flywheel, peaking at 5405 rpm. Fitting a new air filter element and bypassing the hot/cold air valve housing also helped obtain this figure.



After it cooled down, I removed the two catalytic converters, which when new, were a highly polished stainless and are now certainly a bit blue/purple in color. Er, sorry Chris! I then strapped it down for a third time. Again it got another thrashing but was a disappointing 100.5bhp at the wheels, which calculates to just a little over 137 bhp peaking at 5826rpm. The cats on this vehicle are quite big and obviously have very little restriction.

There was also another small problem. This exhaust system lets the engine breathe much easier and would therefore run too lean. The popping and crackling of the exhaust helped confirm this on over run. To fix this, I installed a thinner washer at the control valve on the metering head, which in turn will lower control pressure, allowing the engine to run a little richer. The idle mixture screw was then reset at idle just a little below 1% CO emissions.



Again it got another thrashing. This last time it performed a lot better, topping a little over 104bhp which calculates 142bhp peaking at the same 5826rpm. Comparing the power plot charts, it proved to be a lot more promising than just top end power. Most people believe that top end power is the be all, end all. This is not the case, as you do not spend most of the time driving your car at above 5000 rpm. The biggest improvement on the modified exhaust comparing with the stock is the mid-range, with an increase of just under 25bhp at 3500rpm.

In the original system there is a dip at just a little over 2100 rpm, which equates to 55mph in top gear. This, I believe, is there for emission regulations in states such as California and I'm afraid that this system does strangle the engine.

This modified exhaust system is at a fair price in stainless for the increased performance, as it is almost a 20% improvement on a standard vehicle. As for the exhaust note, it does sound far better than the muffled cry of the standard setup. The system fitted to Chris Parnham's car is the loudest of the three different types, regrettably a little bit too loud for my liking.

As a disclaimer, I must state that every car will have different power output levels. Though this exhaust system did improve performance in excess of 20%, that may not be the case every time. However, the exhaust noise will, most assuredly, sound a whole lot better.



# Hello from Belfast

By **George Crane**



Photo courtesy of Ray Haug.

My Name is George Crane and I am a former employee or the DeLorean Motor Company in Belfast Ireland. From August 17th in 1980 until the factory shut its doors for good in November of 1983 my time here covered the beginning of the company until the end.

This past year my wife and I were guests at the DeLorean Car Show in Memphis. We met many of you there and the questions you asked all came down to one thing. What was it like at the factory? Thanks to Rob Lamrock we met many more of you in Belfast for the Euro fest 2000 show and others at the 1997 Belfast Euro fest. Many and of you were able to come and view the factory for yourselves.

In the case of one of Francis O'Dwyer (DeLorean Stainless Steel Guitar) it was a reunion for me since Francis was an apprentice of mine and he studied under me to become an engineer. We were both employed at a company called Bridgeprot Brass in Lisburn (and Francis the answer is still the same Frankie you are still not getting your tool box back).

Through Ken's DeLorean Car Show Magazine you will be given an insight into life before, during and after DeLorean Motor Cars in Belfast. These articles will try to answer questions you may have about your DMC experience, The Man, the Company, or the car.

# DCS

# DCS

MAGAZINE

WINTER 2003

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It was an absolute thrill for me to be invited to Memphis. Seeing 104 DeLoreans in one place at the same time after all these years was a serious trip down memory lane for me. I would like to thank all of you for making my wife and I very welcome. We hope you enjoyed the virtual factory tour and I hope for those of you that had questions for me that I answered them for you.

If you ask anyone that worked at the factory; What was it like to work there?, they will all give you the same answer. "We will never have another job like that in our lives." Workers ranging from the rest room cleaners to the department managers the DeLorean Company paid us well and we worked in a place where you were allowed to work with no one looking over your shoulder and under no pressure just pure pleasure. We all wanted to be there and with the economy in the area this was our way out.

We are all grateful to John and the Company and from me to you John, thanks.

In the next issue we will start with what it took to get hired and what it was like the first few days on the job.

# My DeLorean

By Curtis Bryant



By now almost everyone has either heard about or seen Curtis Bryant's car. Now for the first time in print Curtis gives us some background on his project.

My Name is Curtis Bryant and I was born in Gary, Indiana. I grew up there as an average young boy with high hopes for myself. I knew from that young age that when I grew up I wanted have something awesome, like my DeLorean or just even a sports car of some kind.

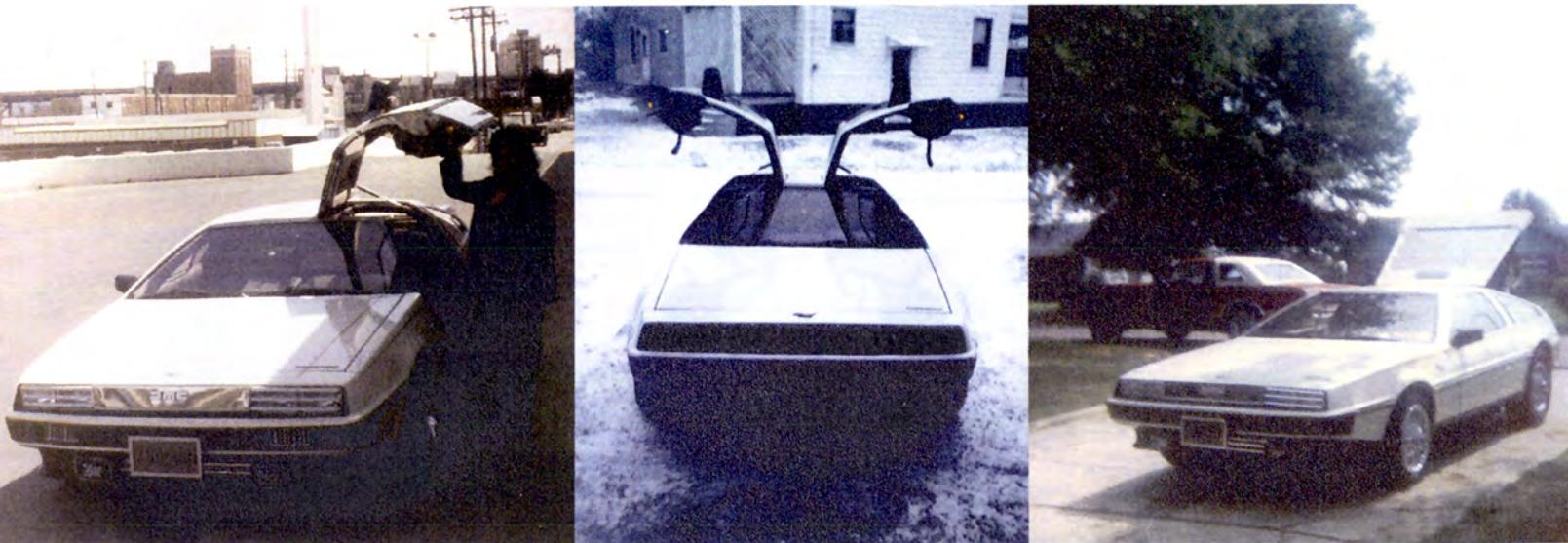
I came to Ohio in 1969. I started working inside of the Ford Assembly Plant in Lorain, near Cleveland. I always had nice cars through the years but in 1981 the DeLorean caught my eye. I saved my earnings for a whole

year to be able to buy the 1982 version, which I got at the DeLorean Cadillac Dealership. I wanted it painted pearl white with a gold stripe on the body. Some people told me I was crazy for buying it, but

**"...little did they know, I had big plans for my DeLorean."**

little did they know, I had big plans for my DeLorean. It was my dream to have something in life that represented all my efforts and hard work, and I intended to make this car something truly unique.

The only downfall with the pearl white paint was



**Various iterations of Curtis' car throughout the early 1980's. If you look really close you can make out some of the features that are still part of the car today...but it isn't easy. That's Curtis in the lower left picture, next to his creation. His wife, Olga, poses for a 1985 photograph pictured in the upper left.**

not winning any competitions at car shows. I knew that I had to make some changes. In 1987 my wife and I decided to change the paint color to candy apple red. In the middle of the winter that year we started stripping the pearl white paint. I did not know how to paint at all and I knew now, that I was going to have to learn. I was determined to do this all the way and I wasn't going to let anyone stop me. I heated up my garage and started to paint, which I accomplished to the best of my ability. It was to my amazement that things turned out as well as they did. Mixing the paints was definitely not an easy task.

With the candy apple red color, came my idea for my very first chrome piece. The chrome stripe for the body came with lots of hard cutting, shaping,

and sanding. I kept coming up with more ideas for all the chrome pieces as I worked; My second one was the chrome grilles for the headlights.

Years went by and no one understood or even knew what I was attempting to accomplish in the end. I just wanted to satisfy myself, but all the time I wanted to compete with any type of car that was in my class at the car shows. I didn't want to be left behind. The hardest challenge of them all was the idea to change the wheels on the DeLorean. I went and bought rims, which I knew didn't fit. I had to make some drastic changes and the whole rim project took me 8 months to complete.

To Be Continued...





# REPORT: MEMPHIS

By Gary Gore and Scott Tice

The latest "DeLorean Car Show" event has come and gone. It seems like only yesterday when we were in Cleveland and Ken told us that the next show would be at "Graceland". Just like last time Ken did a fantastic job putting together this event. I left bright and early Wednesday morning from New Jersey. I had planned to convoy with other members of DeLorean Mid Atlantic and whoever else wanted to join us along the way. I met up with Tom and Carol Grippenburg first and then we connected with some more DMA members. Marc Levy, Dan Deutch and Hank Eskin met us at the Steak and Ale in Cherry Hill, N.J. for the next leg of our trip to Memphis. It's always more fun traveling in herds when DeLoreans are on the move. Otherwise the trip just isn't as dramatic or treacherous as when other drivers see the cars and react. Most can hardly believe their eyes as the cars pass by. We left Cherry Hill with six DeLoreans and I spoke to one other owner who was going to meet us south of Baltimore. As we traveled from NJ to Delaware into Maryland we met him up with him on the road as we passed Baltimore. So for the majority of the trip we

were a stainless steel convoy of seven DeLoreans en route to Memphis.

As we traveled through Virginia and Knoxville we met up with Aaron Posey and stayed with the East Tennessee DeLorean Owners Club Wednesday night. Early Thursday morning we left Knoxville for the last leg of our trip across Tennessee through Nashville and onto Memphis. When we arrived in Memphis early Thursday afternoon we checked into the Heartbreak Hotel, just across the street from Graceland. Many other owners were arriving at this time and we received our registration packets from Ken Koncelik and his helpers. Wouldn't you know that Rob Grady was already in the parking lot performing door adjustments. So here we are, a group of old car lovers, standing around in a faded asphalt parking lot helping each other keep our cars in shape. That is what this club stuff is all about. Isn't it meeting together to support owners who might otherwise not receive the help they need.



It's still amazing to me how much new owners learn at these events. Often it's a way for them to see the condition of other cars and I believe this pushes them to improve their own cars. It's a friendly competition of whose car is the cleanest or in the best condition. That's how we keep the DeLorean alive and in the best condition possible. As you walk around the faded parking lot you see a great many things in the various cars. So many subtle differences in these vehicles, it still surprises me. In addition to the subtle differences you find that beauty is in the eye of the beholder and it is

amazing to see some of the modifications people have made to their DeLoreans. In most cases these owners rescued the car from being lost altogether and then create something new from what was still salvageable. In addition to seeing the cars as I walked around the area, I ran into long time Mid Atlantic members Dick and Mary Lash. We decided it was time to get cleaned up and ready for the evening dinner event. Dinner was setup at the Graceland

commons where Elvis Presley's planes are kept. We toured his largest plane, the "Lisa Marie", and then his automobile museum, which is also on the grounds. Bob Zilla spoke at the dinner and did a great job with the auction, raising money for the Michael J. Fox Foundation for Parkinson's research.

After dinner we went back to the hotel and took a look at some more of the unique DeLoreans on display in the parking lot. Curtis was indeed there, for those of you who remember it from Cleveland. If you thought it was something then, you should see the modifications he has made since. There were some really wild and unique DeLoreans at this year's show. There was a DeLorean with a Chevy V8, a DeLorean with a Cadillac Northstar Engine, and another "Back to the Future" replica DeLorean. Not only did it look incredible, but also the owner drove it all the way from South Carolina! I could see it was going to be very hard to pick a winner for the Charles Muffley Award for Engineering Excellence, which our club presents to the

owner of the most uniquely customized or modified DeLorean. Rich Weissensel brought three very unique DeLoreans to the show. The D-Rex DeLorean Monster truck, a DeLorean hovercraft conversion and a DeLorean convertible he was working on. Needless to say, Thursday night ended late.

Friday started off with a driving tour of Memphis. I was really looking forward to seeing some of the sights. The First stop was at Mudd Island on the Mississippi River. This is now home to the "Memphis Belle", the famous B-17 aircraft from World War II. The next stop was at Sun Studios where Elvis first recorded his music. We then drove to the Memphis Botanical Gardens, which were spectacular. Overall, the driving tour was very well done. Around noon, we went to Beale Street for lunch and to see downtown Memphis. Beale Street is really something; there are all types of Blues Cafes and things to see in the area.

I wish I had more time, as there was so much more to see in Memphis. However, much excitement lied ahead at the Friday dinner event, which was going to be at the Hollywood Casino in Mississippi. We made the trip down without incident and upon arrival I noticed that the area was reminiscent of Atlantic City, (without the boardwalk) as there were several casinos in the area. Our banquet room was very large and we mingled for a while with the other attendees. Rob Grady did a tech seminar and of course some of us had to hit the casino. At the entrance to the gaming floor there is a DeLorean that was used in the filming of "Back to the Future".

As we all worked our way back to the banquet room, Ken was showing some nice slides of the factory and dinner was served. Ken also did a nice slide show tribute to John DeLorean while Kathryn DeLorean looked on. It was another nice evening and we headed back to the Heartbreak Hotel to rest up for the next full day of activities.

Saturday was the big car show. Ken had a really great Elvis tribute artist at the show named Ryan Pelton. The final count for DeLorean turnout was approximately 103 cars. There were too many unique DeLoreans on display to list them all. After the car show broke up we were given the opportunity to tour Graceland and Elvis's home. After consulting with Tom Grippenburg and Dan Deutch as we were the three Mid Atlantic Officers in attendance and it was our job to pick a winner for the Charles Muffle award. It was not an easy task at all and there were several deserving DeLoreans. In the end, we decided on Rich Weissensel for his DeLorean Monster Truck, DeLorean Convertible, and DeLorean Hover Craft. They showed the true spirit of engineering creativity, and that Charles Muffle would have been proud. That night Rich was presented the award from our club during the award ceremony. On Sunday we left early and made the 1080-mile trip back home to NJ. I drove straight through back home and even in the very hot weather the DeLorean performed Beautifully. (Ehh, maybe the A/C could have been a little colder!) This was truly a great weekend! Thanks to Ken and all the others who worked so hard and long to make these events memorable occasion. .



# De Lorean Motor Company

## PARTS

In 1997, De Lorean Motor Company (Texas) purchased the largest remaining inventory of De Lorean parts in the world, the former contents of the factory and U.S. Parts Warehouse. From our 40,000 square foot warehouse and service facility, we assist De Lorean owners all over the world in keeping their stainless steel dream machines on the road.

Our parts department is open Monday through Friday, from 8:30am to 5:30pm CST to assist you by telephone.

Our online store, located at <http://www.delorean.com>, is available 24 hours a day, 365 days a year. You can search for and order parts, or just check prices for everything from parts and accessories to apparel and gift ideas.

## SALES

De Lorean Motor Company offers completely refurbished DeLoreans, with a six month/six thousand mile warranty for \$35,000. We contend there is no better value in pre-owned De Loreans – the multitude of used De Loreans on the market means buyers run a high risk of getting an unsafe vehicle thousands of dollars of repairs. Our refurbished De Loreans allow you to drive with confidence and peace of mind. Check our website or contact us for details.

## SERVICE

We began working on De Loreans in 1982, when we were located in California and known as "Cars of Distinction". In the nearly twenty years that have passed, we have seen literally thousands of De Loreans and performed nearly every service imaginable.

While most owners wouldn't think of having us change their oil (though many owners near to us do), other mechanical areas, doors and windows, stainless repair, frame repair and/or replacement, electrical service – the kind of problems you may not want your local service center to attempt – are tasks we complete routinely.

Secured transportation of your De Lorean to our Texas facility is available, contact us for details.

## RESTORATION

Because we have the largest inventory of new and original De Lorean parts in the world in our warehouse, complete and correct restorations are performed regularly at our Houston, Texas facility.

Whether you want your De Lorean restored to "concours correct" condition, or restored to a reliable, good-looking daily driver, we have the parts and the expertise to make either one a reality.

Many owners in the northern parts of the United States will drive or transport their De Loreans to us for the winter months rather than store it. We perform the service or restoration, and come spring time, they fly down and pick up their "new" De Lorean. Feel free to contact us for details.

## PERFORMANCE

Since the De Lorean first was introduced, the universal complaint about has been that the performance failed to match the good looks. We have embarked on a program of increasing the performance without resorting to turbochargers, superchargers, or engine swaps. Reliable, economical performance increases on the order of 50% or more. Modifications to your good condition engine or one of our new "crate" engines are available from \$4995.00. Contact us for details.



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People's Park Riot, 1969. Photo used with permission of Robert Altman



# "DEAR GOD, WHAT IS THAT THING?!"

Enter the

## DE LORASAURAS REX!

BY: RICH WEISSENSEL

Yes, it's true. This was all done in ONE month. January 1, 2002 through January 31, 2002.

The 4x4 DeLorean has been transformed from an oddity that has lurked around the outskirts of the DeLorean community, into a piece of the DeLorean community that commands attention.

I know this transformation has done justice to the 4x4 DeLorean legend and I hope my efforts will inspire others to think beyond the idea of a parts car when they see a "sad" DeLorean.

This was a front, side and rear damaged car that can now proudly represent the DeLorean image.

"Live the Dream".

This dream made possible with countless hours of my own work, as well as help from many others. I must first thank my family for putting up with me. Thanks to Steve, Tammy, and the whole crew at GodMudders 4x4 shop, Dave Swingle and Marty Maier for assistance and encouragement, Eric Weber and Marni Patrick for their last minute interior work assistance, and of course Tamir and his brother Ilan for time and effort in building my D projects website.

This is the first in a long line of DeLorean projects I intend to build.

## Chapter Two: The Convertible

A Delorean Convertible. The idea has been with me for a long time. Looking at the Delorean car, it seems like a logical next step in the car's evolution that never had the chance in the mid 1980's. The car was already an unusual 2-seat sports car - why not make it a convertible? This was my next "D" challenge.

Well, the first reason (or question) that makes the transition difficult is what to do with those distinctive gull wing doors? You can make them open like common car doors (easy, but not distinctive). You can make them open from the front and swing toward the back (suicide door style, but also similar to a 3rd Saturn door). Then there is a slide out and back option, similar to a mini van side sliding door more complex, but more distinctive). And then there is the scissor door, tilting upward (ala Diablo). This is very distinctive, but can also be very complex.

Of course, I had to attempt the scissor door option, to see if it was feasible. Although several prototype hinges continue to be refined during development, time constraints require the doors to be in a fixed, closed position for Memphis.

The primary donor car I selected for the convertible project is a Delorean that has both significant door strut mount underbody damage and frame rust deterioration.

The good doors and rear quarters were removed, to be used for other projects and burn damaged doors and rear quarters will be used as the first donor panels.

The rear glass was removed and the cutting of the underbody roof support began. Then initial cutting and trimming of the damaged doors and rear quarters began.

While the doors and rear quarters were being trimmed and test fitted, the frame was prepped for repairs. Measurements were made and new pieces fabricated.



Repair panels were welded in place and prepped for priming and painting. The front crumple tube was the primary focus of most of the frame repair work done.

Additional fabrication will include a custom rear deck and engine area cover, as well as a removable hardtop and a retractable soft-top, as time allows. The top priority is the custom rear deck and engine area cover, Phase 2 is the hardtop and Phase 3 is the soft-top (which may have to wait until this fall and winter).

Significant attention to other areas of the car will be required before the car is deemed roadworthy for parade use and non-spirited test drives.

A big thanks to Eric Weber and Marni Patrick for their fiberglass expertise in making a "chopped" looking Delorean into a show worthy Delorean roadster.

## Chapter Three: Project Hovercraft

Well, I did it again. If getting D Rex and D convertible ready for Memphis was not enough to do, I attempted to get one more project ready to debut at the show...and this was "out there". Yes, the world's first, fully operational, Delorean Hover Conversion.

I had been searching for the "right" hovercraft donor based upon size, lift capacity, seating layout, parts availability and overall cost. I tried to negotiate on one located in Lake Zurich, IL since last July, but I could not get it for the "right price". So, the search continued. The first

main part of this project was completed in late April with the arrival of the hovercraft. I have been working on this deal since last November with a guy in Oregon. Since my brother has been laid off from SBC Ameritech and has since bugged me to make a road trip for him, I gave him one (a heck of a road trip, for 5 days). I purchased a new, out of season, aluminum snowmobile trailer on Monday for the transport (4500 mile round trip) and sent him on his way on Tuesday with a certified check. He was back home by late Saturday, very tired, but no worse for the wear. Thanks again Rob. A test "flight" was in order on Sunday, and things checked out OK.

This hovercraft met virtually every requirement I had intended for it. The Neoteric Model 1874 is approximately 12' long and 6.5' wide, which is a good platform for a car that has panel dimensions close to these parameters. It has side by side seating for four, although it will now be used primarily as a two seater, and it has a "normal" capacity of 600 lbs. and an overload capacity of 1200 lbs. It is the deluxe model, with almost every option available, including the one option that I really wanted to get - the reverse thruster pods. Yes, this hovercraft

will be highly maneuverable and will have a reverse.

To make this a functional Delorean hover conversion, the exterior panels will need to be attached in a strong but lightweight manner, including lightening the doors and hood. The damaged donor hood will have the outer skin removed from the fiberglass to lighten it. The "guts" of the doors will be removed, similar to the convertible doors, but obviously keep the full outer door skin, in this case. There will probably be no glass in any of the panels and both rear louver and fascia will either not be used or will be highly modified.

Most of the panels are attached to the hovercraft using lightweight yet strong, perforated steel angle stock, all attached using bolts. For ease of attachment, I decided to locate the SS panels where they would not need to be trimmed down or heavily modified to work. The preliminary measurements will make the craft appear more nose heavy (with a 1.5' overhang) but proportionally there will be much less weight up front and may actually help to get "on cushion" more rapidly. For appearance, additional "false" skirt material may be added to make the lower hull look more uniform. I may put a front nose cover over the front fascia if I don't have time to repaint it.

Of course, to keep with the BTTF appearance of the Delorean Hover Conversion, there will be stickers on the vehicle to reference the use of such vehicle in the future. Since I am using damaged panels, the stickers will indicate an appropriate reference.

# Girlwing

By Tiffany Olejnik



The first time you cast your eyes onto a DeLorean is amazing. It's beautiful stainless steel body, unique gullwing doors and sleek low profile make it a car like no other. Now imagine that experience times 50. Just seeing one DeLorean is amazing enough, but seeing 103 at one time is spectacular! That's how I felt at the June 2002 DeLorean Car Show in Memphis, Tennessee. Before I go on, I'll begin with how my fascination for DeLoreans began.

My mother and I had gone to Universal Studios, FLA. and the first ride we happened to go on was the "Back to the Future" ride. (The last time I saw the Back to the Future movie was when I was

about four years old, so I really didn't remember much.) Something grabbed my attention. It was "That car". The DeLorean time machine to be exact. After the trip, I decided I must see the movies again. When I saw the trilogy, I loved it. Then I thought that car was the coolest thing ever. Later on I did some research and found out it was a real car from the 80s era. That is, without the flux capacitor, plutonium chamber and other time travel modifications. I read about the creation and history of the car and found it very interesting. It wasn't just about "the making of a car," it was also about a man's struggle for a dream. This was not just another sporty car. This car fascinated me. From that point on I knew what I wanted.

In the spring of 2002, my parents said we could go anywhere so I suggested "How about a DeLorean car show?" We had never been to Tennessee before so it was decided. We would go to Memphis, Tennessee and see this DeLorean car show.

Would you believe it? The first real DeLorean I saw (other than pictures on the internet) was a black one. My

mother and father were fighting the Tennessee traffic and

looking for the Heartbreak Hotel and suddenly I scream

"LOOK! IT'S A DELOREAN!" Both of them turned around just in time to see a black DeLorean pull out of the Heartbreak Hotel parking lot. We drove into the parking lot and saw about 10 more DeLoreans including a yellow one. We admired the cars, talked to a few owners, found out information about the show and planned to come back the next day for the car show.

They sat there shimmering in the sunlight.



Gullwing doors up; stainless steel shinning. Neatly tucked into its space. Each one with its own subtle difference from the one next to it. It was truly a beautiful sight. So many DeLoreans in one area. We spent the day admiring the DeLoreans and talking to owners. We met quite a few friendly enthusiasts and I found myself becoming more fascinated with these cars. That hot sunny day soon came to an end and I went home with hopes of buying a

DeLorean.

We actually looked at a few DeLoreans be-

fore coming across the right one. We looked at a blue one,

one with twin turbo, and others on Ebay, and the DeLorean Mailing List. However, my dad found a DeLorean on Hemmings Motor News, which was about an hour's drive away. He called the owner and soon enough we were on our way to check out this car.

We pulled up to the house and the DeLorean was sitting in the driveway. Like a puppy sitting in a store window, it was screaming to be taken home.

My parents talked to the owner, looked over the car and drove it too. Then we simply left with "We'll call you back."

Two weeks later that same DeLorean sits in my driveway, happily covered under the carport. We've entered a few local car shows here and there. It always seems to draw the attention from the spectators and it's fun to listen to their comments. The one event that we'll never forget is the October 2002 DeLorean Fall Foliage Tour in New Jersey. My mother and I went with hopes of learning more about our precious car and meeting new people. And we sure did. We've met so many great new friends. Everyone there was very

friendly. Rob Grady was kind enough to look over our car and give us some pointers on how to improve some things. The best part had to be the caravan. Very "interesting" conversations on the radio. (If you haven't been caravanning with 20 other DeLoreans, you don't know what you're missing.) Its so amazing looking ahead and seeing DeLoreans far as the eye can see and then looking behind you and seeing even more! You can't help but smile. I had a great time at the tour meeting new people and just talking "DeLoreans" with everyone. DeLorean owners and DeLorean enthusiasts are a great group of people to know. I've never been more proud to be a DeLorean owner. See you all in Pigeon Forge in 2004!



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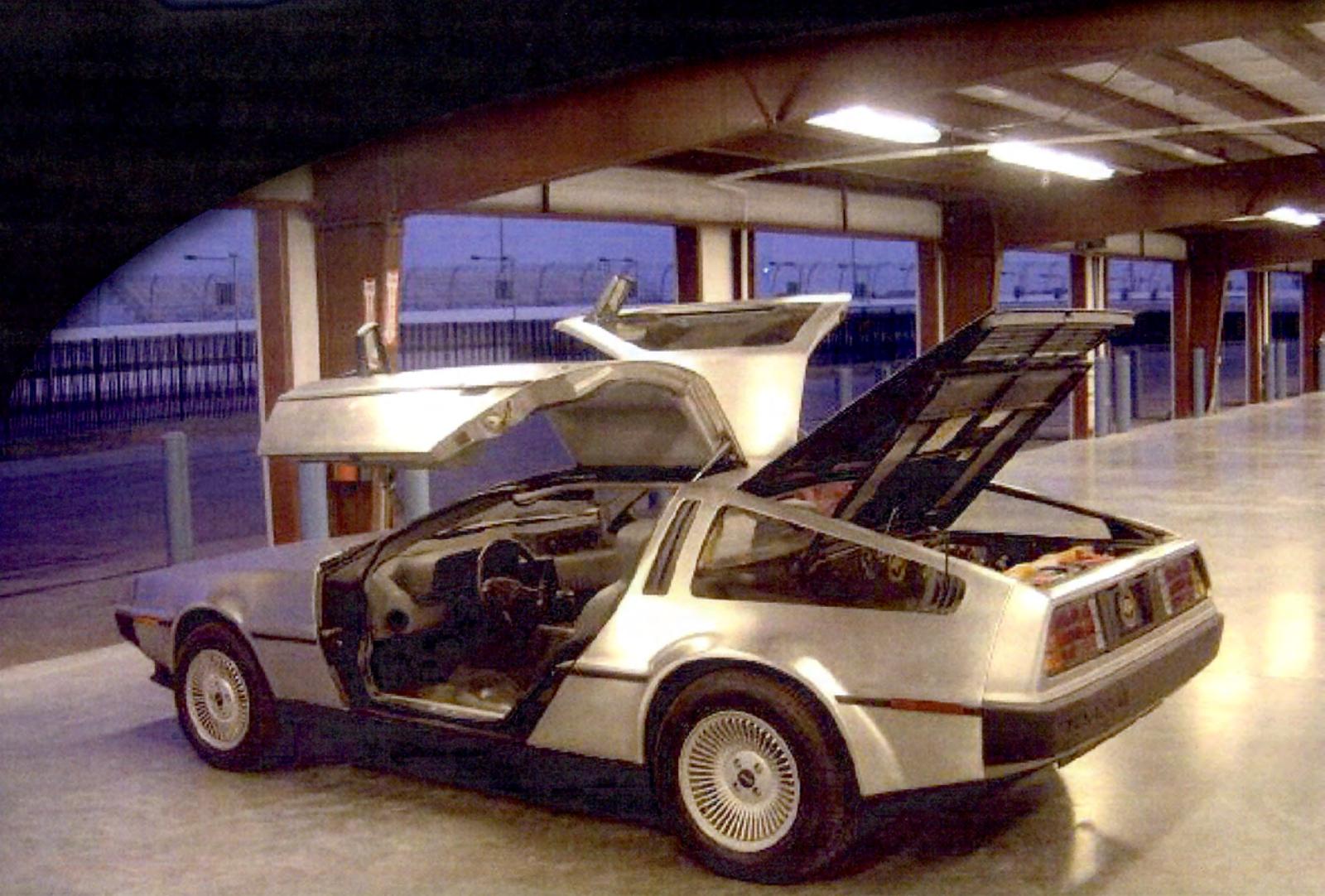
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# TIME TO THE FUTURE

By Doug Littlefield





The Tilley Foundation is an organization setup to introduce a "constant charging" system, which demonstrates that electric cars can, in fact, be viable.



The choice of the DeLorean was twofold. First Carl Tilley has

always admired the design and believed it would certainly catch the "eye" of the public. Second, almost an afterthought, was the obvious play off the "Back to the Future" theme. (albeit his car is "Forward to the Future")

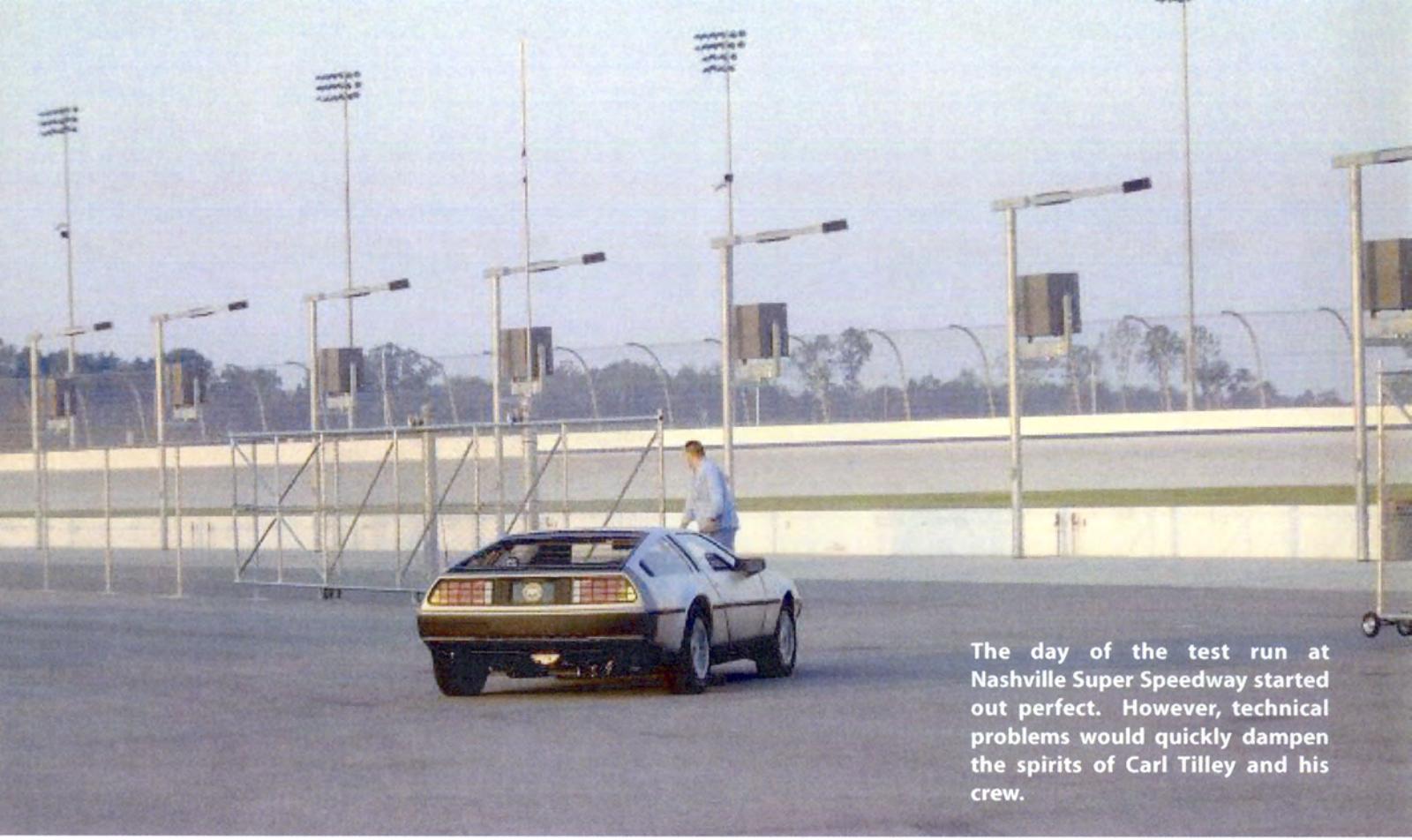
Interestingly, when Carl Tilley contacted EVAmerica to discuss the components necessary for the conversion (save his unique technology) they advised him it was very likely he'd never get it to run with the stock automatic transmission

and the fact that he only intended to use 12 standard automotive batteries.

Not to be dissuaded, Carl purchased the motor, controller and various accessories to begin converting his DeLorean to an all-electric vehicle.

Carl reminisces that it was a difficult chore to pull a perfectly good engine out of such a great car and replace it with a 164V electric motor. The conversion took a little under three weeks, which was not bad for three guys in Tennessee that had never worked on an electric car before.

It was with great anticipation that the garage door was finally opened up and the Tilley Electric Vehicle, (dubbed "TEV") exited the workshop. The excitement rose to a fever pitch when Carl



The day of the test run at Nashville Super Speedway started out perfect. However, technical problems would quickly dampen the spirits of Carl Tilley and his crew.

"punched it" and left a little rubber on the driveway.

Contrary to the "experts" comments about his choice of an automatic, the DeLorean drove like a dream. The eerie part is the lack of noise. Acceleration is excellent. After all, an electric motor develops its torque instantaneously...unlike a gas guzzler.

The TEV was driven a number of times to test both the conversion and Carl's technology. In early September, it was publicly unveiled at the Nashville Super Speedway...driven by both Carl Tilley and none other than legendary NASCAR driver Bobby Allison.

While the anticipated test drive was cut short by a left rear bearing failure and Carl was surely disappointed, there were a number of "small successes" that day.

First, Bobby Allison was thrilled with the way the car drove, which says a lot. Second, the recorded lap speed was 96MPH...and Carl had never gotten out of 2nd gear! Finally, while there are perhaps more sophisticated means of testing the batteries for their state of charge, an MIT trained engineer brought in by the media confirmed that the onboard charging system seemed to be doing what was expected.

At this time Carl's DeLorean is ready to roll again. He



The TEV sits in "drydock" awaiting repairs, after a rear wheel bearing fails shortly after the beginning of the test. **BELOW RIGHT:** Bobby Allison, of NASCAR fame takes the wheel to begin his segment of the test.

is now converting a 1998 S-10 Blazer to run along with the DeLorean on a highway driving demonstration designed to cover some 400 plus miles. It is anticipated that a battery test will prove the viability of the Tilley technology after the run is complete.

The Tilley Foundation will sell rights for the technology to an entity that has the means to go into global production and distribution of this new age of electric cars. We wish him all the luck!



**Northwest DeLoreans Attract  
Supernatural at PNDC's Annual**

# Blarney Ball Rally

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By **Greg Linstad**, President, PNDC  
Photos: **Greg Linstad, Gary Hull**

A warm, sunny, early fall weekend, typical Pacific Northwest scenic beauty, 9 stainless steeds (well, 8 stainless and one chameleon), the largest aircraft ever constructed, and a fun-filled, challenging rally made the 2002 BB Rally an event to remember.

After a relaxing drive to Portland for lunch and to pick up Knut, the group headed for McMinnville. Once there, we were taken on a guided tour of the Evergreen Aviation Museum which houses the famous Hughes Flying Boat, known euphemistically as 'The Spruce Goose', 'Flying Lumberyard', or 'Wooden Wonder'. This aircraft is so large that it dwarfs several World War II fighter planes, bombers, and numerous other aircraft.

Outside the museum we were allowed to park in front of the entry doors where the local newspaper took photographs.

On Saturday the actual rally part of the event consisted of meeting at a local park and cars leaving at regular intervals with directions in hand. After several hours of 'sightseeing' and trying to follow the rally instructions, the group gathered at a local winery for a relaxing outside lunch.

Then we were back on the road again for completion of the Rally and to possibly backtrack for that one missing answer. Keeping with BB Rally tradition, once back at the hotel we voted on the



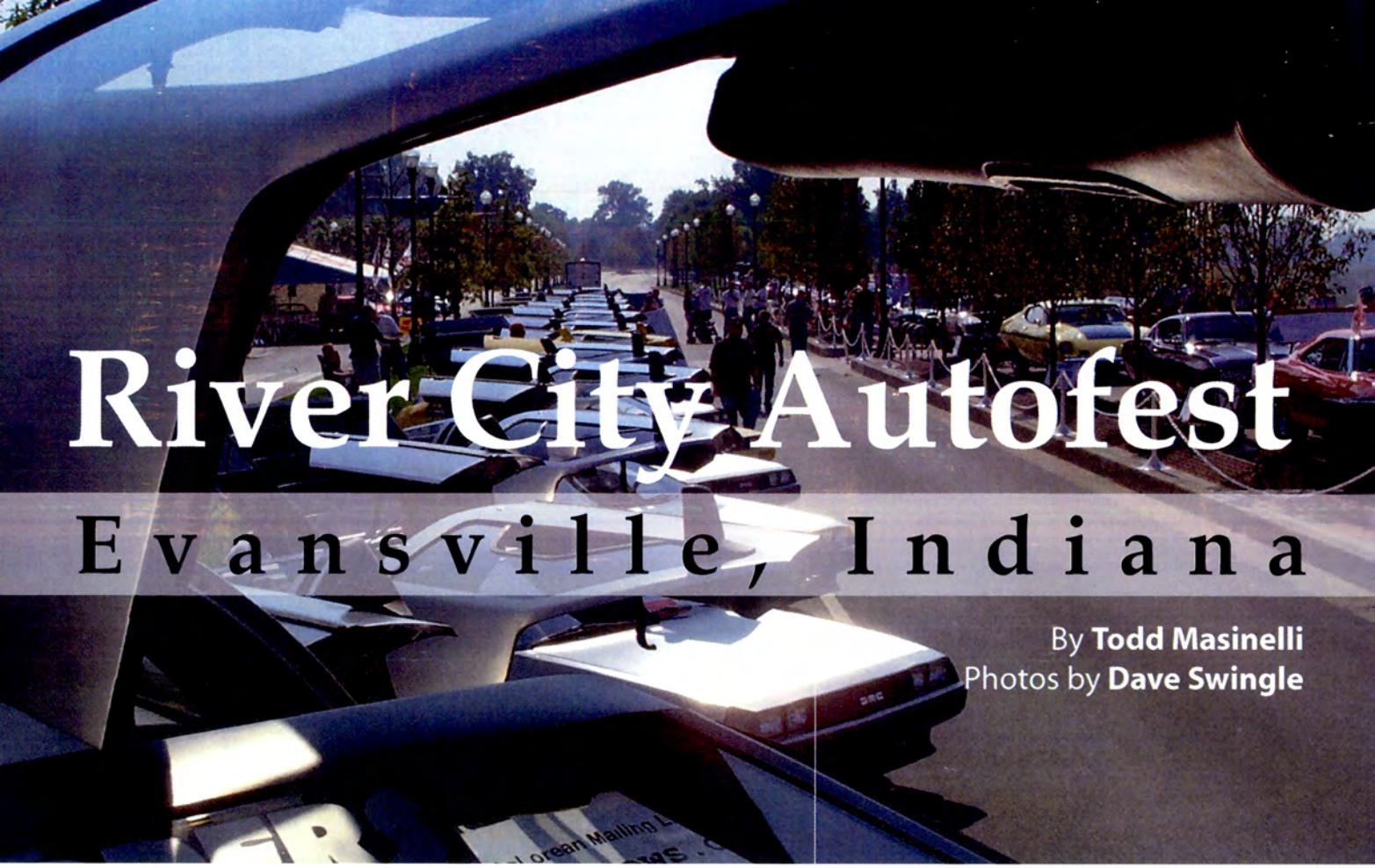
(TOP) Toby and Misty Peterson and their "Spirit of America" DeLorean created for the October 2001 PNDC Blarney Ball Rally. (CENTER) "Chameleon" painted DeLorean in foreground, world's largest floating airplane, "The Spruce Goose" in the background. (BOTTOM) The lineup.

costumes and car decorating. However, picking a winner was relatively easy this year because the only decorated cars were Joey's non DMC Irish Potato and The DeLorean Mutt Catcher (myself, winner). Everyone also received a copy of the local newspaper which contained a nice photo of the cars and a 'local boy returns in style' type article.

That evening we met for dinner and the announcement of the winner. Scoring was close with several ties, but the final winners were Faisal and Terri. Now as most people probably know, the review of the correct answers and the questioning of the format has in the past become an event in itself. This year was no different. I know I never saw Exotic Park or the UFO, whereas Mark claims he was late returning because he actually talked to some aliens. One potential disaster was missed by mere inches when Faisal approached a hidden train crossing and was almost hit, à la BTTF.

The return trip home on Sunday was again in beautiful weather with no car problems. The only thing that could be called a problem was the loss of an idler bearing and pulley from Gary's car somewhere around Fife. I was behind him and saw something fly back and I heard it hit the car next to me (not part of our group).

Thanks go out to Joey and Diane for all the work and planning they did to make this another in a long series of fun and exciting Club events.



# River City Autofest

## Evansville, Indiana

By Todd Masinelli

Photos by Dave Swingle

The city of Evansville, Indiana recently spent ten million dollars to restore their riverfront. While the purpose of the project might not have been simply to give our DeLoreans a nicer place to park during September's River City Autofest, it was a nice benefit!

The Autofest was originally started by Dennis Gage, a resident of Evansville and host of the television program *My Classic Car*. In previous years the event was held at Roberts Stadium, but has since moved to the streets in the riverfront area of downtown. The scope of the show is rather large, with over 600 registered participants and nearly 30,000 people in attendance.

This year's Autofest featured all kinds of automobiles from vintage hot rods to curious Amphicars which swam in the Ohio River from time to time. For those who wanted to take a break from looking at all the cars, downtown Evansville offered many choices. Some people enjoyed a visit to the local casino, while others opted for the treasure hunt that had them searching inside local businesses for hidden pictures of Dennis.

Our DeLoreans were a featured attraction at this year's Autofest, earning us a spot on the printed brochures and securing us a parking area on the riverfront next to several vehicles that had

appeared on My Classic Car. Dennis seemed to have a particular fondness for the DeLorean, and even took the opportunity to climb inside Rich Weissensel's "D-Rex" to film a spot for his show. He had a little trouble figuring out how to start it, though. You'd think the guy had never driven a DeLorean monster truck before.

Another one of Rich's cars is only two numbers away from mine in the VIN sequence, so the Autofest served as a family reunion of sorts for my 06681 and his 06683. It might have made for a better photo opportunity to have them side by side, but the parking arrangement resulted in them being one car apart. Then again, as Rich pointed out, that's the way they were twenty-one years ago in Dunmurry!



**The line-up, with downtown Evansville in the background.**

With fourteen DeLoreans in attendance, our group of owners was presented with the Best Club Participation award. With the river and his DeLorean serving as a backdrop, Marty Maier accepted the award from Dennis on our behalf. To show our gratitude, we presented the award to local owners Bob and Pat Dunn in appreciation for their hospitality in allowing us to use their hotel as a home base while we were in town.

Be sure to check your local listings for My Classic Car on the Speed Channel. You might see a few familiar faces, as well as some really nice DeLoreans. Or, better yet, come to Evansville next year and join us!



**Dennis Gage, host of "My Classic Car", and model for the "Pringles" man, (that's his handlebar caricature on the can) sits in DeLorasaurus-Rex at the River City Autofest.**

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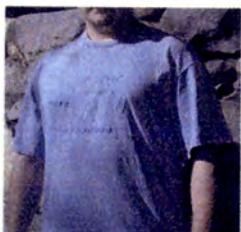
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## ACCESSORIES FOR THE De Lorean OWNER



**The DeLorean Afghan** would look great on the sofa in your den, as a wall hanging, or on your bed. Made in the USA of 100% cotton, the woven-in design features the Dunmurry factory in the background and various views to the car. It measures 48" x 60" ..... **DA01 \$75.00**.



**Embossed DeLorean Tee Shirt** The design is embossed, the back of it is filled with a flexible epoxy and then is sealed with another layer of cloth. To highlight the design, the shirt is then stone washed. The result - a design that will still be there after you wash it! Made in the USA of pre-shrunk cotton. Available in blue only.

Sizes: L or XL (S, M, & XXL on Special Order) ..... **DT01 \$20.00**.

**The DeLorean Polo Shirt** Are you tired of advertising someone's shop? Tired of shirts printed with dot com addresses? Do you go places where a T-shirt won't? This white, Country Cottons® knit polo shirt features a black, gray and white detailed collar and sleeves with an embroidered picture of the DeLorean, identified with the name.

Sizes: L or XL (S, M, & XXL on Special Order) ..... **DP01 \$37.50**.



**The DeLorean Fanny Pack** Made of glove-soft leather, this fanny pack fits comfortably around your waist (adjusts from 20" to 54") and secures with a convenient clasp, leaving both hands free. The pack itself measures approx. 5" high x 10" wide and contains six zippered pockets (back, top, two on the front, and one on each of the two side wings) Your camera, sun glasses, lipstick or chap stick, wallet and keys - all will find a home. And if this were not enough, it comes silk screened in silver with our favorite car. ..... **DF01 \$15.00**.



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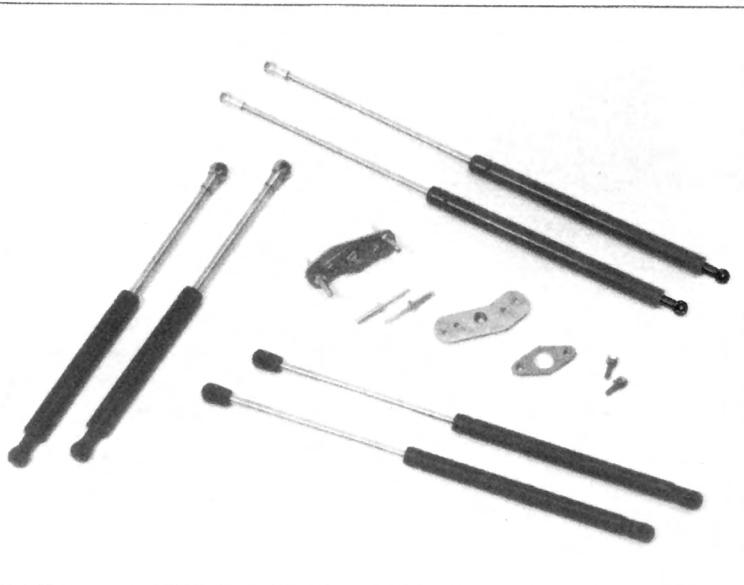
**108209G Sunshade Lift Piston** ..... \$60.00 pair

**111592G Lift Piston Set (6)**  
(A Pair of Each) ..... **\$239.00**

**108563G Heavy Duty Lower Door Lift**  
**Support Brackets (pair)** ..... \$48.00

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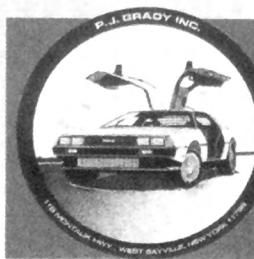
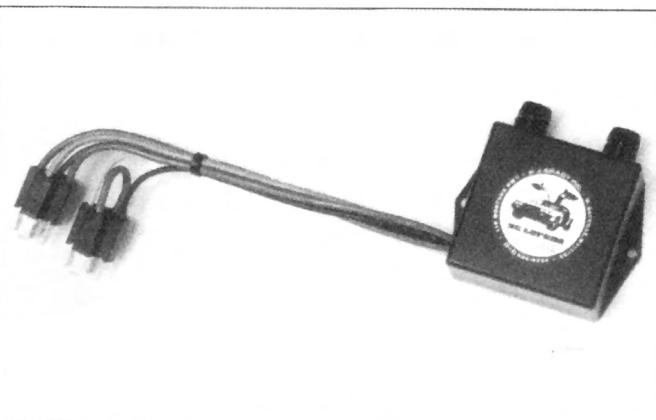


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